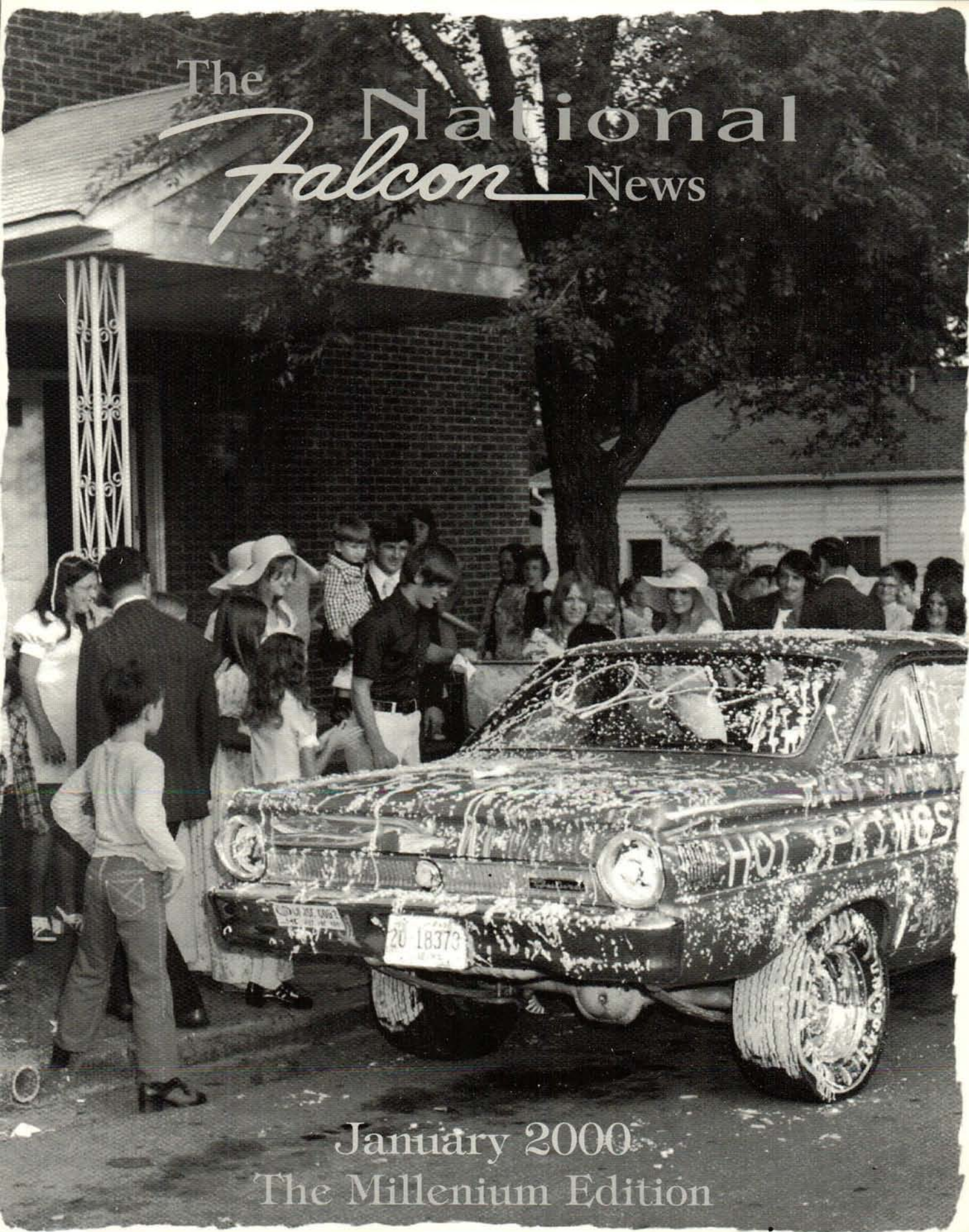


The National *Falcon* News



January 2000
The Millenium Edition

The Falcon News

THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25.00 (\$30.00, payable in U.S. funds outside the United States) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113 ♦ The **Falcon News** is published monthly with information from its members. **All copy and advertising for The Falcon News should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085.** Please mark "FCA" on outside of envelope. E-mail address: WCrosby63@aol.com. No phone calls for Falcon Club business. Copy must be received by the first of the month preceding date of issue.

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	Bonnie Stringer, 322 Jeff Davis, Waveland, MS 39576	228-466-4349
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Chapter Coordinator:	Jan Brown, 4147 WCR 31, Ft. Lupton, CO 80621	303-857-9360
Head Tech Advisor:	Bob Passino, 5188 E. Henrietta Rd., Henrietta, NY 14467	716-334-6779
Research Director:	Ray Roberts, 12272 W Atlantic Dr., Lakewood, CO 80228-4426	303-986-8932
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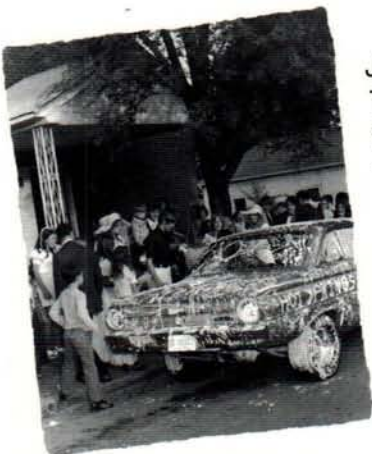
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Cover Falcon — Danny Joe & Cathy Puckett



This photo of Danny Joe and Cathy Puckett of Tuscumbia, Alabama was taken as they departed for their honeymoon back in 1974.

Keep an eye out for a color feature on Danny Joe's Falcon the way it looks today. Coming soon in The National Falcon News.

Do you have a photo of your Falcon that you think should be on the cover of The Falcon National News? Send it to the Editor along with a paragraph or two describing the car. Please include a self addressed STAMPED envelope if you want your photo returned.

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NOTE TO ALL MEMBERS: The club will send a notice to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club.



Regularly Scheduled Chapter Meetings

Alamo Chapter
2nd Sun - monthly
(210) 494-8205
Pig Stand
1508 Broadway,
San Antonio

Blue Ridge Chapter
3rd Sun - monthly
Greer, SC
(864) 895-3039
clbsprint@aol.com

Buckeye Chapter
2nd Sat - bimonthly
(303) 825-5708

Capitol City Chapter
3rd Sat. - monthly
Bob's BBQ, Round Rock TX
(512) 376-1940

Carolinas Chapter
1st Mon - monthly
(704) 735-5077
Prime Sirloin, I-85 & Billy
Graham Pkwy.

**Central California
Falcons**
1st Tues. 7:00 PM, Rusty's
Pizza—Ming Ave. and
Ashe Rd., Bakersfield, CA,
805-588-9468

**Early Falcon Car Club
of Victoria, Inc.**
1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter
2nd Sat - monthly
(501) 605-1370

Gateway Chapter
4th Sun - monthly
(314) 946-6047

Great Lakes Chapter
3rd Sun - bimonthly
(517) 849-7156

Hoosier Chapter
1st Sun - monthly
(317) 357-0235
Steak & Shake,
Speedway, IN 3 pm

Lone Star Chapter
3rd Sun - monthly
(903) 572-9593

Lost Coast Falcons
1st Wed. — 7pm
Round Table Pizza
Henderson Center
Eureka, CA
(707) 444-8407

Mid America Chapter
1st Fri - monthly
(816) 679-5636

Mile Hi Chapter
3rd Fri - monthly
(303) 857-9360

NE Texas Chapter
2nd Sat - monthly
(903) 759-6850

River City Chapter
2nd Tue - monthly
(916) 725-4110

Sonoma County
1st Thur - monthly
(707) 539-2860

Southeast Chapter
1st Sun - monthly
(770) 483-5249

Space City Chapter
2nd Tue - monthly
(281) 476-4688

Starting a New Chapter - If you want to explore the possibility of starting or reactivating an FCA Chapter in your area, first contact Chapter Coordinator Jan Brown, 4147 WCR 31, Ft. Lupton, CO 80621 — 303-857-9360. Please send a notice to the Editor of the Falcon News for publication in the next issue. Be sure to list your correct address and phone number so others in your area can contact you.

President's Message

The Falcon will celebrate its 40th Anniversary. Who ever thought the little old Falcon would still be around to bring in the Millennium?

FCA Accomplishments for 1999 include the

20th National Meet in Charlotte, North Carolina as well as Regional Meets in, California, Massachusetts and Arkansas and Chapter sponsored All Ford Shows in Kansas, Michigan and Missouri. Our membership has grown to over 3,500 and improved national visibility for our club has increased interest in advertising and sponsorship of events. Give yourselves a pat on the back — without your support none of this would have been possible.

Let's look toward our FCA goals for the Year 2000. The first National Meet on the West Coast will be held in Sacramento in July. Use the registration form in this issue to join this historic event. We want to continue to improve and grow — let everyone know what a great club we have. FCA will look to add new chapters and keep the existing ones active.

How many of us made New Year resolutions? We plan to save more money, lose weight, eat healthier, exercise more, stop smoking, spend more time with our families etc. Did anyone make resolutions related to our Falcon hobby?

- Start a new chapter
- Attend every chapter meeting this year
- Attend the National
- Find or build the Falcon of your dreams
- Restore the daily driver
- Submit a 'Tech Tip' to the Newsletter
- Clean up the garage

Whatever your resolution, develop a plan and set goals. The plan can be as simple as a 'to do list'. The goals should be realistic. Nothing is more frustrating than plunging into a project, taking it part way to completion, then coming up short on expertise, cash, parts, information, or tools. Think ahead to the additional tasks that could be done at the same time, tasks that will require an extra set of hands. Consider what you have the time and skill to do and what is best left with the pros. Many times the support of family members and friends will be required. The Falcon Club is filled with folks who will be happy to assist you with any of your hobby-related resolutions. so don't hesitate to call on someone or volunteer your services or talents.

January has always been a great month for planning. After the holiday season we don't have the money or energy for many things. Everyone is into his or her New Year's resolutions. In much of the Falcon world, it is too cold to do much on the old Falcons. So why not sit down with a pencil and paper and plan out your Falcon New Year. Don't forget to mark your calendar with your local chapter meetings.

If one of your resolutions is to attend the National in California, start planning now. Make your reservations, send in your registration, put in for the vacation time, and talk with other members of your family about other things to do on your way to California or to do while you are in California. If anything needs to be done to the Falcon before you leave, make a schedule and get it done.

Happy New Year.

Steve and Carol

P.S. — Thanks to all of the chapter officers for sending in your chapter rosters. Please check the updated rosters on page 15 and send any changes to Joe Tatti, FCA secretary before the end of January. Thanks again for your support on this important issue.

ADDRESS CHANGING? NOT RECEIVING YOUR NEWSLETTER? NEED TO RENEW YOUR MEMBERSHIP?

Please address all membership concerns and questions to Ruby Throgmorton, Corresponding Secretary. Her address is on page 2 of every issue of the Falcon National News.
Her email address: RubyRTFCA@aol.com

The Falcon Sprint: A New-Sized Ford For A New Market — Part IV

In the last installment of this series, we studied how Falcon Sprint owners ordered their cars and what colors were the most popular. We also examined the production cycles of Sprint-producing assembly plants. In this final installment, we will study the remaining door codes, as well as take a look at some Sprint mysteries.

Before we begin this last part, I want to thank everyone who continued to send me Sprint VINs and door codes. When this article series started, we had 296 VINs in the list. We now have almost 340 cars in the database, closing in on the goal of 363 cars, or one percent of total production. Please keep sending them, regardless of the condition of the car.

DSO: There has been no part of this study that has puzzled me more than the DSO section. The District Code (or the Domestic Special Order code), is "...the two digit code of the District which ordered the unit." In other words, the Ford district office would process the sales orders from the dealers to the factories, controlling the flow of new cars out of the factories to the dealers. In theory, we should be able to use this data to understand what parts of the country were ordering Sprints at a higher or lower rate than

other parts of the country. That would be interesting information to us, but what the study shows is so puzzling that I cannot draw any specific conclusion.

Review these numbers to see what I mean. The DSO code shown the most is code 72, which (on my 1965 list) is the San Jose, CA sales district. This, of course, is the home of the Sprint-producing San Jose plant (plant code R). 15.52% percent of Sprints show that code, followed by code 71 (Los Angeles, CA: 14.63%), code 23 (Philadelphia, PA: 5.07%), code 21 (Atlanta, GA: 4.78%), and code 74 (Seattle, WA: 4.18%). The rest accounted for less than three percent each of the total. On its face, we could conclude that about 30% of Falcon Sprints were ordered for dealers on the West Coast. That would be a fairly significant finding, particularly since all of the other sales districts failed to score much higher than five percent each. I can think of a few interesting reasons for this to be true (including the possibility that I might not understand Ford's internal procedures). However, one very interesting possibility was sent to me by FCA member Mark Dinzebach. He suggested that survivability was skewing the numbers. In other words, cars ordered for sales districts in the Rust Belt had long since disappeared, while



Dan Matthews of New Paltz, New York sent this photo of his 1964 Sprint Convertible. It is Rangoon Red with a white top. Dan's neighbor took the original black and white photo. Look for a story in the near future about "Sprintdan's Adventure" and cross country trip in his Falcon. He has owned the Sprint for 30 years and "the women have always liked it."

the California cars survived, thus tilting the numbers in their favor. If anyone knows individuals working for Ford at the time, I would be interested in hearing whether they had thoughts on this subject.

TRANSMISSION: There were three transmission choices for the Sprint; automatic, manual four-speed, or manual three-speed. In 1963, 39 percent of registered cars were equipped with the four-speed, 38 percent with the automatic, 14 percent had the three-speed, and the remaining cars had no registered information. In 1964, the four-speed pulled ahead in the transmission popularity race. 47.8 percent of registered 1964 Sprints were equipped with the four-speed, while 42 percent had an automatic, three percent had the three-speed, and less than one percent gave no information. In 1965, the automatic won with 56.7 percent, the remaining cars being equipped with the four-speed.

Overall, the biggest surprise to me was that there was virtually no difference statistically between the automatic transmission and the 4-speed. Taking the years 1963-1965 together, they both scored about 42 percent each. The rest were either equipped with the three-speed, or gave no answer. Almost all of the three-speed Sprints in the database were 1963 models.

An examination of transmission choices by body style revealed that convertible owners were slightly more likely to equip their cars with an automatic transmission. **AXLES:** The final code for us to study is the axle gear ratio code. The "4" code ratio (3.25:1) is, by far, the most popular choice for 1963 and 1964 Sprints. Only 2 1963 Sprints had the "1" code (3.00:1), and one other had the "3" code gears (3.20:1). Only a single 1964 Sprint registered with a "1" code, all others show the "4" code ratio. All 1965 Sprints in the database had "6" code gears.

ODDBALLS AND THE SIX-CYLINDER

SPRINT: Once in awhile, a car owner would register a Sprint with characteristics significantly different than the norm. The most common of these variations was that the car was never equipped with a tachometer. I received a few reports from car owners who owned the cars, or knew of their cars, since new, who verified that a tachometer was never installed. Several others told me that

their cars obviously had never been equipped with one, though they were not the original owners. I do not think this is necessarily surprising (it was listed as an accessory in 1964 literature). I received an intriguing suggestion several months ago that I track the tachometer installations in relationship to transmission choice. While that would have yielded interesting results, my project was too far along to recover that data. Other variations included odd paint schemes (racing stripes, etc.), regional interior trim items, spare tires mounted in a different locations, export braces, or other deviations from the standard. The registry also has cars ordered for Ford executives and a few

— continued on page 7



JIM DOTTLING'S VINTAGE FALCON, COMET & FAIRLANE CONNECTION

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1964-65
Falcon/Comet/Ranchero,
SW, SD All except 64 SW 6 Cyl.



1960-65
Falcon Small 12 Gal. Tank, All
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1962-65
Fairlane All except SW

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CHAPTER NEWS



Dan Keller and his brother are the third generation owners of this dealership. His grandfather started the business in 1921 in Lebanon, PA. He called it Keller Brothers because his brothers helped in the garage part time. Dan owns a '63 Falcon Convertible. The dealership has a '65 sedan delivery. Dan said, "When my dad sees me driving the Falcon, he remembers that if it wasn't for the Falcon, many Ford dealers would have gone out of business — it was a real boost for sales in the 60's." The Keystone Chapter has met here and would like to try to duplicate this 1964 or 1965 picture the next time. The sign on the building and the light on the corner remain the same today.

Cars in photo: 1956 Ford 2Dr Hardtop, 1965 Falcon Futura 4 Dr (with window sticker), 1964 Falcon, Futura or Sprint (could be a Sprint because of the wire wheel hubcaps), 1960 Falcon Station Wagon (with roof rack & power tail gate window), 1941 Ford, 1950/51 Chevy. In front of one garage door is a 1953 to 1956 Ford pick up truck (hood up, can only see left corner of the hood). There are several cars in what seems to be a junk yard behind the garage — 1955/56 Oldsmobile, an International pickup truck, a 1952/54 Ford and a 1952/54 Mercury.

Photo submitted by Bruce Wolfe



The Hot Springs Regional Meet in October was a success according to all who attended. This shot of the hotel parking lot looks it was taken in the 60's! More coverage of the Regional Meet will follow in the The National Falcon News.

foreign Sprints from Chile, Argentina, Germany, Spain, New Zealand, England, and Australia.

The one subject that has interested me most of all is the six-cylinder Sprint. For those of you who have not heard about them, they were 1963 Falcon convertibles and hardtops that had Sprint emblems, spinner hubcaps, Sprint tachometer, and bucket seats with console. However, they were powered by a six-cylinder engine. A friendly debate has raged in Falcon circles as to whether these cars were actually made, or were just a rumor. I believe that they did exist, but not in any significant number. During the course of this project I received a few (about a dozen) reports from folks who claimed to have owned, or knew owners of, six-cylinder Sprints. These reports came from all over the country, even one from Alaska. When writing to me, most of these folks had very specific memories of how the cars were equipped and badged. The few that stated when the cars were purchased usually had their dates right as well. Unfortunately, most had long sold or lost contact with these cars. One was reportedly lost in a fire. I only have two VINs that I believe to be possible 1963 six-cylinder Sprints.

These are 3R17U134535 (built 12/20/62) and 3R17U137424 (1/7/63). Note that these are both San Jose cars. Neither of these cars is owned by the person making the entry into the database, so no examination of the cars is possible. Still, it is tantalizing to hear of these vehicles. Ford released literature announcing the availability of the six-cylinder Sprint in late 1962. These brochures showed pictures of the cars, including interior shots with the Sprint tachometer. However, any Mustang or Thunderbird restorer will tell you that what Ford said in print, and what was actually produced, were often two very different things.

There is a possibility that these cars were dealer, rather than factory, created. I doubt that, because there would not have been much financial incentive for a dealer to do so. My best hypothesis is this; Ford started development of the Sprint on a dual track, offering the Sprint with a choice of engine. At some point in the late Fall of 1962, this approach was abandoned in favor of the V-8 offering. However, the idea got far enough along that literature was developed, cars were photographed, and a limited number of cars were built. My best guess is that these cars were what are now known as Verification Builds (also known as "Bucket Builds"). The practice of producing Verification Builds is still followed today. A limited number of cars are sent down the assem-

bly line with the goal of identifying errors and other assembly problems that were not noticed at the prototype stage. These cars are reliable enough to be sold, and are eventually released to the dealers. One GM engineer I spoke to stated that the modern practice is to hold these cars until the middle of the model year, then release them for sale. Whether Ford did this is unknown, but the concept provides us with a plausible explanation of how these cars came into existence. Only a close examination of the Ford Archives at the Henry Ford Museum would yield a final answer to this question. I hope that some dedicated Falcon lover will take the time to research this and settle the question for us.

CONCLUSION:

At the end of all these statistics, what have we learned? Actually, I do not think that there are any huge surprises contained in this data. I believe that it confirms the suspicions of a lot of Falcon Sprint owners. Only now do we have the numbers to back up our hunches. Probably the most exciting thing is how this data can be used in the future. Restorers can now look at these results as they prepare their own projects, using this database as a benchmark. That is the use that I hope to help with in the coming months. For those Sprint owners missing their door plates, I believe that I can help reconstruct at least some of their door codes. In some cases, I can approximate a build date to within a month, in many cases I can do far better than that. Sprint owners wishing to compare their cars to the

LIVELIEST NEW FALCONS! Take all the virtues of Falcon described thus far. Add the zest of the 170 Special Six and 4-speed floor shift... the flair of leather-like vinyl trim and bucket seats... competition "goodies" like a sports-type steering wheel and tachometer. Give the car unique identity and a spirited name, and you've got the new Falcon Sprint!

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spinners lend dash to every Sprint. **VINYL ROOF COVERING**, option available in black or white, adds continental richness to the Hardtop. **SPRINT'S** distinctive script on front fenders and instrument panel unmistakably identifies the liveliest of Falcons!

Original Ford advertisement for the Falcon Sprint— "a brand new kind of car..." Ad contributed by Russ Hoeksema

than that. Sprint owners wishing to compare their cars to the database are free to email me at sullivan@tritel.net, or they can send me a SASE with their questions. My address is Brian Sullivan, 950 Hastings Horseshoe, Powell, WY 82534. As always, I am happy to accept more VIN numbers and door plate codes to add to the database.

I want to thank the many people who helped with the preparation of this article series by reviewing pre-publication drafts. Their help has been invaluable. We should all be especially grateful to the scores of Sprint owners who took the time to send in their codes. You can still view the raw data used to compose this article series at <http://www.tritel.net/~sullivan/sprint.html>. All four parts of this article series can be downloaded using that same address. For those of you who do not have access to the Internet, the FCA Club Store has reprints of this entire series available for a nominal charge.

This registration project is simply a preliminary foundation on which others will build. I hope this documentary effort will continue on into the future. As we celebrate another anniversary of the Falcon Sprint's introduction, the goal is to preserve these fine cars. By documenting their story, perhaps we can finally claim for them an honored place in Ford history.

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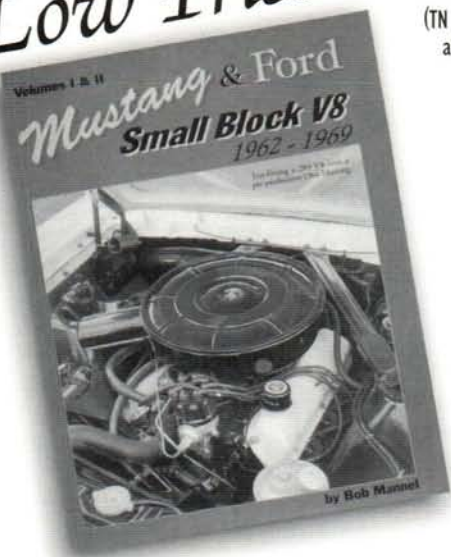
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1960-65 "Ranchero" Fender Name Plates	PR	\$ 45.00
1962-65 Hood Letter Set "F.O.R.D."	SET	\$ 17.50
1962-65 Trunk Letters (Specify Year)	SET	\$ 16.50
1960-65 Heater & Cowl Vent Door Seal Kit	EA	\$ 9.00
1960-63 Outside Door Handles (Specify Year)	PR	\$ 70.00
1963-64 Gas Cap	EA	\$ 30.00
Rotunda Tachometer	EA	\$290.00
Sprint Tachometer	EA	\$290.00
1965 Gas Cap	EA	\$ 50.00
1960-65 Outside Mirror	EA	\$ 30.00
1963-65 Inside Mirror	EA	\$ 39.95
1960-65 Trunk Mat (Specify Year)	EA	\$ 24.00
1960-65 Tire Cover (Matches Trunk Mat)	EA	\$ 11.50
1960-63 Battery Carrier	EA	\$ 33.00
1963 1/2 - 65 Battery Carrier	EA	\$ 30.00
1960-65 Battery Hold Down Clamp	EA	\$ 6.00
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1960-65 Fresh Air Rubber Connector Duct	EA	\$ 40.00
1964-65 Glove Compartment Door	EA	\$ 80.00
1963 "Sprint" Roof Side Ornaments	PR	\$ 65.00

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1963 Windshield Moulding Clips	EA	\$ 2.50

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1960-65 Ranchero	EA	\$ 45.00
1963-65 Hardtop	EA	\$ 55.00

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1960-65 Door Glass Felts, Fordor & Wagon, Inner & Outer, LH & RH (8 Pc. Set)	SET	\$ 60.00
1963-65 Door Glass Felts, Hardtop & Convertible (Specify Body Type) (8 Pc. Set)	SET	\$ 50.00

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1960-63 Station Wagon, 4-door	SET	\$190.00
1960-65 Tudor Sedan, Ranchero	PR	\$ 70.00
1963-65 Hardtop, Convertible	PR	\$ 80.00
1960-65 Fordor Sedan	SET	\$170.00
1963-65 Roof Rail Rubber (Hardtop)	PR	\$250.00
1960-64 Trunk Rubber (Specify Year)	EA	\$ 16.00
1965-70 Trunk Rubber (Specify Year)	EA	\$ 25.00

VENT WINDOW SEALS

Vent Window Seal	PR	\$ 75.00
1960-65 Back Of Vent Window Seal	PR	\$ 16.00

RUBBER PADS

1960-65 Brake Pad (Auto)	EA	\$ 9.75
1960-65 Brake & Clutch Pads (Std. Trans.)	PR	\$ 7.00
1960-65 Accelerator Pedal	EA	\$ 12.00
1960-65 Tail Light Pads (Specify Year)	PR	\$ 12.00
1960-65 Hood To Cowl Seal	EA	\$ 7.00
1960-65 Door Handle Pad Kit (4 Pc. Set)	SET	\$ 5.00
1960-65 Radiator Support To Hood Seal	EA	\$ 14.00
1964-65 Rear Bumper To Body Seal	EA	\$ 27.00

GLOVE BOXES

1960-65 Glove Box Assembly (Specify Year)	EA	\$ 12.00
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MANUALS

1960-63 Falcon Shop Manual	EA	\$ 30.00
1964, 65 Falcon Shop Manual	EA	\$ 45.00
1966-68 Falcon Shop Manual	EA	\$ 48.00
1960, 62, 63, 64, 65 Owners Manuals	EA	\$ 10.00
1964-Sprint Supplement	EA	\$ 5.00
1963-65 Convertible Top Repair & Adjustment Manual	EA	\$ 6.00
1963, 64, 65 Feature & Specification Manual	EA	\$ 6.00
1960-65 Falcon Wiring Diagram Manuals (Specify Year)	EA	\$ 6.00

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Classified Ads

To Advertise: FCA members are entitled to two free ads per issue (limit 50 words per ad). Each ad must appear in a different section of the Classified Ads. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must appear with a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price for the ad to run. Ads to run in more than one issue must be resubmitted each month. Non FCA member ads are \$10.00 ea. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20.00 per picture. Payment must accompany the ad, with check payable to the Falcon Club of America.

All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. ABSOLUTELY NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS! If you have Internet access, please e-mail ads to WCrosby63@aol.com. Ads must be received by the first of the month for the following month's issue. The FCA reserves the right to refuse advertising from any person or business.

NOTE: ALL ADS MUST INCLUDE YOUR LOCATION. IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.

Thanks to Laura Notley for her assistance.

FALCONS FOR SALE

1961 Falcon 2-door sedan. 3:10 rear end, perfect 3-spd trans, clutch & p plate, clutch housing, drive shaft, fly wheel. \$300 or will separate. Hugh Blackstock #04131, 696 Scotland Ave., Gainesville GA 30501 770-536-4155.

1961 Falcon 2-door, 144 cid. 3-spd 22,800 miles. Light blue, absolutely no rust but minor storage dings. All original paint, mechanical, and even spare tire. Paint the rock chips on wheels and is near show room condition. Drove flawlessly on NRCA 600 mile cruise across Nebraska in 1998. \$4,900 possible delivery negotiable and photos available upon request. C. J. Swanson #08208, Omaha NE. Call evenings or leave message 402-896-0967.

1962 Comet 4-door sedan. 6 cyl 3-speed manual 58,000 miles. Runs and drives good. 4 new WW radials, excellent no-rust body, good chrome, interior fair, red paint good. \$1,800. Donald Christenson #08928, PO Box 222, Hurley MO 65675-0222, 417-369-3963.

1962 1/2 Falcon Sprint Conv. V8 4-spd car is complete parts car. Top, body and floor are gone. Have all trim, less tach, and running gear. \$750. Al Wagor #6626, Kingston NY 914-336-7159.

1963 deluxe 4-door wagon. New brake and fuel syst. EMS. solid 6, rebuilt auto. super straight, 140k, ready for white paint and red threads. \$2,000. William Wauters, 700 Clipper Gap Rd, Auburn CA 95603 530-878-0296.

1965 Falcon Futura Conv. Needs restoration. \$2,500. Ken Fox #09029, Tucson AZ 520-747-7821.

1966 Falcon 4-door 6-cyl. auto. Not driveable \$40. Warren Kostelny #04601, 204 N. Wille, Mt. Prospect IL 60056-2453.

1964 or 1965 Falcon 6-cyl A/T running parts car. 2-door preferred. A picture would help. Price? Towable? Glenn Murphy #09000, 16505 Jilrick St., Rockville MD 20853 301-774-7727.

1964 Falcon 4 door, black. Needs paint and interior work. 250 6cyl, c-4, new rubber, \$1000. Also 197 1/2 falcon 4 door has a few dings, runs great. 250 6 cyl c-4, all original, needs some cleanup but drive anywhere, \$1200. Also free 73 Ford Maverick,, tow it away,, good trans lots of good parts. Tom Schreck, 635 W Iris Dr Nashville TN 615-292-9499 or e-mail janaug@earthlink.net

1965 Ranchero, rare 66h with factory buckets and console, 289, C4, ps, new Vintage air, under dash AM/FM stereo cassette, 90K miles, Turquoise w/white inserts & roof, black interior, Michelins, wires, Numerous FCA National trophies, excellent driver. One of the most attractive Ranchero combinations. \$9K OBO. Will consider partial trade of a '60 -'62 2dr sedan, Futura or Ranchero. Will also consider '66 Ranchero. Drivers only, no show cars. Ray Roberts, 12272 West Atlantic Drive, Lakewood, CO 80228-4426. 303-986-8932, ckrobert@jeffco.co.us

Rebuilder: 1965 Futura, 2 DR hardtop, greenish/ blue body, straight with very little rust. Call Ricky Mitchell in Newcastle, OK @ 405-387-5406.

1965 2 door Falcon. V8 with headers, 4 speed 302. Have factory 289, goes with it. Strong 302. Needs inside work - body straight. Asking \$2000.OBO. Terry Pugh, Orange Lake FL. 352-591-4485. E-mail baitank@aol.com

2 '61 Sport Futura's	\$300 & \$600
'61 Deluxe 2 Dr Wagon	\$600
'63 Deluxe 2 Dr Wagon	\$300
'63 Sport Futura Conv. 170 Auto	\$3,900
'64 sprint H/T 289 Auto	\$800
'65 Furtura H/T 289 Auto	\$1,000
'65 Sedan Delivery 302 Auto	\$2,000
'66 Ranchero 289 Auto	\$1,200
'65 Deluxe Econoline truck	\$800
'65 4 dr Futura Wagon	\$400

Don Branson, 4097 Hwy T, Marthasville, MO 63357-2019, 314-228-4501 or jbranson@mail.win.org

FALCONS WANTED

'63 Hardtop, must be rust free and an original V-8 car. Condition of drive train & engine are not important. Prefer an unrestored original car in need of restoration. Ron Johnson, 123 West Mountain St., Worcester, MA 01606. 508- 852-0794. or Falcnparts@aol.com

1963 Falcon station wagon or 1965-70 Falcon Futura station wagon or 4door or 2door. Not looking for show car, just

something that needs work. Michael Murphy, 112 E Delavan, Buffalo NY 14208.

1960-1963 Falcon sedan or station wagon automatic. Anything from a #3 good driver to a #1 show car. Please mail photos. Zona Laurent, PO Box 5622, Springfield VA 22150.703-599-3943.

PARTS FOR SALE

Front end for 1961 Falcon, many new parts, all parts useable, \$150. (The upper balljoints cost that much!) 1961 rear axle, drum to drum, w/ new brakes (3:50 ratio) \$85.00. Mallory dual point distributor for 6 cylinder \$55.00. Factory am radio FREE. Mike Thompson, 3011 Huron Street, Baltimore, Maryland 21230. 410-646-0179, 410-307-3585 (pager), falcoon@msn.com

1963 Falcon NOS: Convertible top SW \$45, Deck ornament \$225, 6-cyl. exhaust manifold \$185, Bumper jack \$150, back-up lamp kit with wire \$110, 6-cyl. STD shift radiator \$110, Steering wheel with horn ring \$250, Foxcraft skirts and scuff plates \$250, many more. Frank Stewart #00033, 440-282-6277 OH.

1964 NOS C4DZ-2A091-A1 power brake kit \$450. Bob Malinosky #5624, 570-842-1441 PA.

1964 Futura hardtop parts: all glass, some side trim, window trim, good black dash pad, rear bench seat, 1 fender, 2 doors for window parts, misc. interior parts, grill. Want to sell whole lot. \$150. Jon Reeder, RR 4 Box 123-B, Mifflinburg PA 17844 570-966-9774.

1965 NOS C5DZ-19E505-A instrument panel-courtesy lighting kit (5-lite). Map lite, ash tray, emer. brake lite, vanity lite, glove box \$100. Bob Malinosky #5624, 570-842-1441 PA.

1966 Falcon Futura 4-door parts: 4 complete doors in excellent condition (not repaired) \$75 each, radio \$20, taillight assemblies \$30 each, rocker moldings \$30 each, wheel opening mid-6s \$10 each, hood hinges \$20 each, wiper assembly \$30, cowl panel at windshield \$30, air conditioner pump 6-cyl \$50, and more. Francis Lieberth #2614 330-925-7111 Rittman OH.

Fordomatic 2-speed rebuilding kits with gaskets, o-rings, lip seals, clutches (bronze frictions & steels), sealing rings, front and rear seal, \$110 up. Specify engine size and

2 8-4

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Ranchero gas neck hoses 1960-63 & 64-65		
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Transmission mount - our own design - C4 & 4 speed

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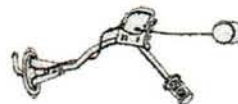


Gas tank sending units - Falcon & Comet & Ranchero

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"Ford" letter set - 1960-61.....	set.....	50.00
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1960-65 Station Wagon - rear quarter glass weatherstrip.....	pr.....	125.00
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Classified Ads (continued)-----

year. Bands \$45 each, adjustable modulator \$12. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards #220, PO Box 245-FC, Needham Hgts. MA 02494-0245 781-449-2065 evenings. autotran2@aol.com

Three 289ci engines, Three 4 barrel hollies and 2 sets of headers for sale. \$1,000 for all or will sell separately. Call Rick Mitchell in Newcastle, OK @ 405-387-5406

All NOS : '64 Tail lamp bucket-\$150; '62 Head lamp door (RH) some shelf wear-\$45; '62 front fender spear-\$175; '62 rear fender washboard (LH)-\$65; '60-'62 backup lamp kit-complete-\$135; '60-61 w/ washer kit-\$115, '64 sprint front carpet fits 4 speed with 4 speed - Black-\$75. USED PARTS: '64-65 hood hinges w/springs-\$50; '64 head lamp doors-very nice \$20 ea. Ron Johnson, 123 West Mountain St., Worcester, MA 01606. 508-852-0794 or Falcnparts@aol.com.

Headers made for Falcons that fit -- not Mustang headers. \$495/pr. 271hp valve springs \$49/set. Stock replacement roller and true roller timing sets, overhaul gasket sets. Red's Headers, Red Hamilton, 707-964-7733 or red@reds-headers.com. Ft. Bragg, CA

Fordomatic 2-speed rebuilding kits with gaskets, o'rings, lip seals, clutches (bronze frictions & steels), sealing rings, front and rear seal, \$110.00 up. Specify engine size and year. Bands \$45.00 each, adjustable modulator \$12.00. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, P. O. Box 245-FC, Needham Hgts., MA 02494-0245 781-449-2065 evenings. autotran2@aol.com

Rebuilt 4 speed Borg-Warner T-10, (28 spline output) Excellent condition - new heavy-duty sliders, brass, bearings and

countershaft. \$525.00 Hurst "Competition Plus" shifter for a T-10, Excellent condition \$125.00. 8" Equal-lok carrier \$200.00 less clutches or \$250.00 with new Ford clutches. Will consider trades. Russell R. Welty, 6750 Greenwood, Beaumont, Texas 77706. 409-866-7951 or rwelty@petrocon.com

FALCON NOS BU lenses \$100-125; Ranchero gas caps 1960-63: \$100; 1964-5: \$125; 64-5; Double sided Ranchero molding \$600 set; Other Moldings \$30-\$100 Inner W/S Chrome 3 pieces 275 exchange. CALL FOR BEST PRICES AND SERVICE ON NEW PARTS! Brian Lukas, 510-525-9226, Dr4Falcons@aol.com. California.

Large 20 year collection of good used parts for 60 thru 68.

Hoods	\$75 to \$100
Doors	\$50 to \$75
Chrome moldings	\$5 to \$25

Torino Hood w/air scoops fits 70 1/2 \$75
Many body and chassis parts too numerous to mention. Don Branson, 4097 Hwy T, Marthasville, MO 63357-2019. 314-228-4501 or jbranson@mail.win.org

PARTS WANTED

I am looking for the front turn signal assemblies for my 1963 Ford Falcon Futura. Brad Humphrey, 402-991-7444. Omaha, NE bradh@nfinity.com

Driver's side armrest for 1963 four door sedan. Tan/brown color. Good condition please. Jim 913-685-1079. KC area.

14" deluxe hubcaps with spinners for 1965 Falcon. Ken Fox #09029, Tucson AZ 520-747-7821.

1963 Falcon NOS chrome trim on hood and front fenders Russell R. Welty, 6750 Greenwood, Beaumont, Texas 77706. 409-866-7951 or rwelty@petrocon.com

Wanted parts for a 1963 Falcon Futura Convertible. Need rear fender quarter panels and motor/pump to activate convertible top. Max Giovannini, 8401 Deer View Lane, San Antonio, TX 78255, 210-698-2406, mgiovannini@ssfcu.org

Wanted: Gear shift for '64 Falcon four speed side loader transmission. Richard Freeland, Bakersfield, Ca. 661-399-4886

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1957-1979

Ranchero



1960-1970

Falcon



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Cool down with our U.S.A. made radiators and shrouds		
RA100	60/65 Ranchero/Falcon-144,170,2 row	ea 161.45
RA101	63/65 Falcon Radiator-260,289,2 row	ea 161.45
RA101B	63/65 Falcon Radiator-260,289,3 row	ea 237.45
RA101C	63/65 Falcon Radiator-260,289,4 row	ea 303.95
FS100	63/66 Fan Shroud	ea 37.95



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The absolutely highest quality kit available. Stainless steel parts.		
DBC100	60/69 Ranchero Front Disc Brake Kit	kit 899.95



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Sprint, Rotunda and Cyclone now available!		
TACH1	Sprint Tachometer	ea 284.95
TACH2	Rotunda Tachometer	ea 284.95
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1961 to 1965 Door Panels
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Exact reproduction, molded as original with padded feel.		
DP100C	60/63 Falcon/Ranchero Pad - Black	ea 218.45
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DP101B	64/65 Falcon/Ranchero Pad - Blue	ea 170.95
DP101R	64/65 Falcon/Ranchero Pad - Red	ea 170.95
DP101A	64/65 Falcon/Ranchero Pad - Aqua	ea 170.95
DP101P	64/65 Falcon/Ranchero Pad - Palomino	ea 170.95



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Improve handling. Stiffen the suspension. These are amazing!		
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MCB10C	63/65 Monte Carlo Bar - Chrome	ea 75.95
XM100	63/65 Falcon/Ranchero X Member	ea 56.95



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Call for your application as we produce over 100 different emblems. Licensed by Ford.		
EM105C	60/61 "Falcon" Script Emblem	ea 23.70
EM101	60/65 "Ranchero" Script Emblem	ea 23.70



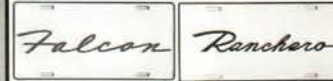
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CAM100	Matching Floor Mats - Front Only	pr 56.95
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Made of quality ABS plastic. Black only, dye to match.		
KP100	60/65 Falcon/Ranchero Kick Panels	pr 47.45
KP101	63/65 Falcon Conv. Kick Panels	pr 47.45
KP102	66/67 Ranchero Kick Panels	pr 47.45



60/65 FALCON/RANCHERO FLOOR PANS		CLUB PRICE
Stamped steel, U.S.A. model		
BP1024B	60/65 Floor Rear Section (RH or LH)	ea 66.45
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BP1024E	60/65 Full Floor Pan (RH or LH)	ea 142.45
BP1024D	60/65 Toe Board (RH or LH)	ea 33.20



FALCON AND RANCHERO LOGO LICENSE PLATES		CLUB PRICE
Your choice of original logos. Now in stock!		
LP96	"Ranchero" Logo License Plate	ea 9.45
LP97	"Falcon" Logo License Plate	ea 9.45



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Molded style with factory texture and original fit.		
SV98B	60/65 Falcon/Ranchero Visor Black, Blue, White (except Htpp & Conv.)	pr 75.95
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SV99C	63/65 Falcon Visor Conv. Black	pr 75.95
SV99CR	63/65 Falcon Visor Conv. Red	pr 75.95
SV99W	63/65 Falcon Visor Htpp. White	pr 75.95



WHEEL KITS		CLUB PRICE
Kit includes: 4 Wheels, 4 Center Caps, and 20 Lug Nuts.		
MWS100	Magnum 500 Wheel Kit (15")	set 649.95
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FSU100	60/64 Falcon Fuel Sender	ea 66.45
FSU100C	60/63 Ranchero Fuel Sender	ea 56.95
FSU100D	64/65 Ranchero Fuel Sender	ea 44.95
FSU101	65 Falcon Fuel Sender	ea 66.45
FSU102	66/71 Ranchero Fuel Sender	ea 80.70



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Measures 36x26 with original Falcon or Ranchero logo.		
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Glenn Taylor of Leesburg, Virginia joined the FCA in 1993 after returning from a three year assignment in England. A picture of his car was on the cover of the April 1999 issue. His car also won the Best Paint award at last year's Charlotte Nationals.

"I travel to Australia fairly often in conjunction with my job. On my first visit I was quite surprised to learn that Ford still builds the Falcon there. This year when I traveled down under I was surprised again, this time to see how much the styling has changed on the birds down there. I stopped by the local Ford dealer and picked up some information on the Falcon car and the Ute. I thought our readership would find the pictures interesting. I like the Ute in particular. I think the styling would work really well here in the States."



Falcons Down Under



The Falcon car (left) and the Ute (above).
Available now at an Australian dealer near you.

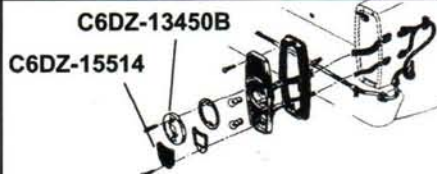
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Fits '66 - '67 Falcon

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				Reg. Price	Sale Price
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'64	558 pages	64SM	ea	34.95	29.71
'65	698 pages	65SM	ea	37.95	32.26
'66		66SM	ea	37.95	32.26
'67		67SM	ea	37.95	32.26
'68		68SM	ea	37.95	32.26
'69	5 vol. set	69SM	set	54.95	46.71
'70	5 vol. set	70SM	set	54.95	46.71

* You must mention this ad to receive the sale price. Offer expires 1/31/2000

'60 - '65 Falcon Export Brace



C3DZ-16A052AR

Fits 6 cylinder & V8.
Braces the front end
to provide better
stability for steering
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\$124.95 ea



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The Gateway Chapter

Bill Geisler (7195)
(314) 946-6047
76 Tom Sawyer Dr
St Charles MO 63303

The Great Lakes Chapter

Beverly Engle (6257)
(517) 849-7156
467 Oak St
Jonesville MI 49250

The Hawkeye Chapter

Dennis Olmstead (0937)
(515) 265-4566
4385 N E 32nd St
Des Moines IA 50317

The Mid-America Chapter

Rick Dilks (1106)
(913) 294-2599
307 N Castle
Paola KS 66071

The North Central Falconeers

Gary Fuerst (0900)
(414) 731-2708
1515 N. Kenilworth
Appleton WI 54911

The North Star Chapter

Ken Kenoyer (0883)
(515) 981-4800
Rt 1
Cumming IA 50061

The Wheat State Chapter

Cliff McKay (7987)
316-838-7487
3234 N. Mascot
Wichita KS 67204

SOUTH CENTRAL DIRECTOR

Larry Fleeman (0195)
(901) 925-9533
PO Box 746
Savannah TN 38372

The Bon Temps Chapter

Larry Fleeman (0195)
(901) 925-9533
PO Box 746
Savannah TN 38372

The Dixieland Chapter

Larry Fleeman (0195)
(901) 925-9533
PO Box 746
Savannah TN 38372

The Founder's Chapter

Roy Sword (0001)
(501) 605-1370
29 Shiloh North
Cabot AR 72023-1618
fca1000sword@aol.com

The Frontier Chapter

E L Jacobs (1697)
PO Box 413
Paris AR 72855

The Gulf States Chapter

Bob Hubler (5691)
(228) 832-6722
101 Graham St.
Gulfport MS 39503-3214

The Music City Chapter

Bob Ferguson (5668)
(931) 455-6448
Box 1343
Tullahoma TN 37388

SOUTH WESTERN DIRECTOR

Danny Rosewell (3366)
(817) 551-5773
420 Old Hwy 1187
Burleson TX 76028

The Alamo Chapter

George Myers (1793)
(210) 494-8205
1202 Elks Pass Circle
San Antonio TX 78232

The Capital City Chapter

Dennis Lebo (0368)
(512) 832-0544
9009 N. Plaza #124
Austin TX 78753

The Heart of Texas Chapter

Louis Freeman (7247)
(817) 237-5482
6332 S. Chesterfield Dr.
Ft. Worth Tx 76179

The Lone Star Chapter

Mickey Rosewell (2729)
(903) 572-9593
112 Denman
Mt. Pleasant Tx 75455

The Northeast Texas Chapter

David Gunnels (0278)
(903) 759-6850
Rt 2 Box 149-B
Gladewater TX
75647-9408

The Sooner State Chapter

Fred Combs (6216)
(405) 382-5062
Rt 1 Box 259E
Seminole OK 74868

The Space City Chapter

Richard Harrelson (5502)
(713) 453-3247
14209 Bandera
Houston TX 77015

MOUNTAIN DIRECTOR

Ron Brown (2254)
(303) 857-9360
4147 WCR 31
FT. Lupton CO 80621

The Arizona Chapter

Bill Branch (1127)
(602) 971-8803
11634 N 29th Pl
Phoenix AZ 85028

The Mile Hi Chapter

Scott Smith (1909)
(303) 978-9114
8778 W. Weaver Ave.,
Littleton CO 80123

PACIFIC DIRECTOR

Al Aiello (2502)
(707) 539-2860
5915 Chandler Court
Santa Rosa CA 95409-3008

The Central California Chapter

Nick King (5506)
(805) 588-9468
204 Ritter Ct
Bakersfield CA 93312

The Greater Bay Area Chapter

Al Aiello (2502)
(707) 539-2860
5915 Chandler Court
Santa Rosa CA 95409-3008

The Lost Coast Chapter

Mike Wilverding (8135)
707-444-8407
3372 Prairie Ave.
Eureka CA 95501

The Northwest Falcons

Jim Frey (3292)
(425) 226-2225
2425 Monterey Ave NE
Renton WA 98056

The Rainier Chapter

John Kosche (7624)
(253) 922-6804
5615 43rd Ave E
Tacoma WA 98443

The River City Chapter

Rosie Wilson (5998)
(916) 725-4110
7701 Oakwood Lane
Citrus Heights, CA 95621-2015

The Sonoma County Falcons

Bill Johns (5537)
(707) 526-6327
2172 Piner Rd.
Santa Rosa CA 95401

Note: This information compiled and updated by FCA Secretary Joe Tatti. Please contact him directly regarding changes at the address on page 2.

What's Evolving in Kansas these days?



Sydney Saindon
10 weeks old, Wheat State Chapter.
Dad's pride and joy driving Dad's toy!

The Wheat State Chapter (Wichita, Kansas) entered five cars in the Fredonia Fall Festival October 1999. They were all red! Participating were: Norman Hendry, '64 convertible; Dale Hendry, '64 Sprint hardtop; Nathan Hendry, '64 hardtop; Cliff McKay, '65 hardtop; and Tom Reimer, '65 Sprint hardtop. All the cars are seen here preparing to cruise the boulevard. Photo courtesy Cliff McKay.



Not in Kansas, but Arkansas. This station wagon was captured on film at the Hot Springs Regional Meet in October. More on that Regional Meet in an upcoming edition of your Falcon National News.